

The National Falcon News

The Monthly Magazine of The Falcon Club of America

April 2016



1963 Futura Convertible
Mark Burgess
Dennis Port, Massachusetts

April 2016

On the Cover: Walter, Mark's 1963 Futura Convertible

Mark Burgess (FCA #13824) purchased his 1963 Futura convertible in 2008. It has seen quite a transformation since that day it arrived in Cape Cod. The 2015 FCA National Convention in Warwick, Rhode Island was close by Mark's home. A goal was set to show the car and the finishing touches were put on Walter. He was shined and displayed at his first Nationals. This project car has come a long way since Mark brought it home. It's even become a movie star. The story of Mark and Walter's journey from fixer-upper to a cover beauty can be found on page 4.



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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. Email address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

President's Message: Cliff McKay



Spring is finally here!

Well, it has been a pretty crazy winter for many in our FCA ranks. Some of us have seen record snow falls, yet others have experienced very little winter weather. Now we've made it through the worst Ol' Man Winter could muster and now spring has sprung anew.

We can now look forward to longer days with milder temperatures, and to the beautiful colors of the trees and flowers as they start to bloom.

I have marked my calendar with the date of the first car show I will attend

this season. Hopefully you've almost completed those projects you've spent time working on during the protracted winter months. Be sure to finish up any last minute details so you can back cruisin' down the boulevards again.

Are you ready for a run to a Regional this spring or to the National Convention this summer? How you made your list of things to take with you? How about your list of unique things to do or places to see along the way? I highly recommend you create a personal wish list of parts you need or kits you can purchase from our vendors or other Falcon friends in the swap area.

Migrating in a flock of Falcons is a great way to travel to Regionals or to Nationals. See page 18 in this issue for information on this year's Migration from the eastern U.S. Be sure to participate in your local club events and make some new friends. Please remember to be a good ambassador to the folks you meet at all these events. Our friendliness will help attract new people to our great cars and will get them interested in FCA membership. Visit and share your Falcon vehicle(s) with youngsters as the opportunity presents itself. Try to help any of them when you can get into a Falcon of their own. Remember to take your kids or somebody to a car show or two this year. Keep that Falcon legacy alive!

If you have not recently visited our FCA website at falconclub.com you really should check it out. I want to congratulate our new Internet Director Wally Tirado, on a job "very well done." I'm not sure how many hours have been spent getting the new site up and running, but I do know the results are great. Take the time to visit it soon.

Take care. May God bless. Have a wonderful spring and get those birds sleek and showy. Have fun working safely on them and checking them out for spring cruises as your local weather permits. Falcon On!

Reminders: Please get both your 2016 Nationals registration and hotel reservations made soon. The FCA is still in need of someone to take over as our National Treasurer. I will soon be publishing a job description for anyone to review who might be interested.

—Cliff McKay (FCA #7987)
Peck, Kansas

CALENDAR OF EVENTS

APRIL 15–16, 2016

HEART OF TEXAS SPRING REGIONAL IRVING, TEXAS

Hosted by Heart of Texas Chapter. Information and registration can be found online at hotfalcons.org/regional.

MAY 20–21, 2016

FCA KEYSTONE 2016 REGIONAL BETHEL, PENNSYLVANIA

Hosted by Keystone Chapter. Registration form online at falconclub.com.

JULY 14–16, 2016

FALCON CLUB OF AMERICA NATIONAL CONVENTION BARABOO, WISCONSIN

Hosted by Northland, Raptor, and Lake Michigan FCA Chapters. Ho-Chunk Hotel and Gaming Convention Center in Baraboo, Wisconsin. Visit 2016FalconConvention.com for updates. Registration form can be found online at northland-falcons.com or use form in this issue to register.

AUGUST 19–20, 2016

18TH ANNUAL NORTHEAST CHAPTER REGIONAL FALCON MEET SURBRIDGE, MASSACHUSETTS

Hosted by Northeast Chapter. Registration form will be printed in a future issue.

SEPTEMBER 30–OCTOBER 1, 2016

CAROLINA'S CHAPTER 12TH REGIONAL MEET KANNAPOLIS, NORTH CAROLINA

Hosted by Carolinas Chapter. Registration form is printed in this month's issue.

OCTOBER 7–8, 2016

26TH ANNUAL PACIFIC REGIONAL RANCHO CORDOVA, CALIFORNIA

Hosted by River City Chapter of the FCA. Registration form online at westcoastfalcons.com.

**If you are hosting a Falcon event,
please send your event information
to fca.editor@yahoo.com.**

MY FALCON STORY

BY MARK BURGESS



WALTER—1963 FALCON FUTURA CONVERTIBLE

In college, I had two 1962 Falcon hardtops. The first one had a 200 six, which is still the best running motor I've ever owned. I made over a dozen non-stop trips in that car from Massachusetts to Florida and it never broke down. Unfortunately, that car met its fate. I totalled it the same night I saw the movie *Animal House*. I crossed a "yellow" traffic light at ramming speed and broadsided another car. While various parts of the car were tied to a telephone pole, I backed it up, clearing the frame from the motor. I still drove it until I found another body, then spent the next 10 weeks swapping everything from the totalled car to the new body. A friend of mine painted the newly rebuilt car and it actually came out pretty well—much better than my grades that quarter!

That second car met its fate in 1980 when I rolled it three times coming home for holiday break. I admit I was a rather "spirited" driver and exceeded the car's limits on too many occasions.

Having always wanted a convertible, I found mine in 2008 in New Bedford, Massachusetts.

Specifications

1963 Ford Futura Convertible
Stock 170, three speed column shift transmission
Originally Viking Blue with Medium Blue Metallic interior; now 1964 Guardsman Blue

The car is stock except for the following:

One inch front anti-sway bar
Larger chrome air cleaner
Radial tires
The engine is painted blue with black valve cover instead of black with orange valve cover. It's been converted to an alternator.
New interior from the stock seat patterns; the bottom seat was changed to a darker color and more grippy material so you don't slide around as much.
Back-up lights, windshield washers, and a coolant return system were added.

A young man owned the 1963 Futura convertible, but had also purchased an expensive saxophone. His parents told him he had to pick between the instrument or the car. He chose the sax and I got the Falcon for \$6,700. It was in basically original condition—170 motor, three-on-the-tree, original seats and drive train, with 96,000 on the odometer. The paint job looked better from a distance, but upon closer inspection, it was bubbled on the hood and trunk. There was a lot of rust underneath. The interior and top were functional but seemed tired. I decided to take it on with confidence. I drove it home, went through



Walter's exterior and interior (below) as purchased in 2008.



it mechanically, and a month later drove it to Cape Bretton Island, Canada with only a few minor breakdowns. We found that the frame was so rotted we couldn't get in the car and shut both doors at the same time. We called the car a "20-footer," meaning it only looked good from 20 feet and beyond. I named it Walter; to me the name just fit the car.

Our first major project was to replace the floor pans and strengthen the frame and torque boxes. I told the welder to purposely mount the frame with about one-half inch of bow in it to compensate for sagging when I put the drivetrain and interior back in. The welder did such a good job that it didn't sag at all. I decided to brace the rocker panels against the upper frame of my garage and jack up the front until it was level again. It took bending the forward frame and torque boxes up about six inches or more to get everything to yield enough to permanently deflect the frame so the door seams lined up again. Cringe you might, but it turned out fine. I measured from the windshield back to fixed points on the rear seatback frame and when all was done, it was even and straight. I welded new seat springs to the old ones to stiffen up the old seats, then added new covers. I used factory material except for a less-slippery material in the sitting areas.

Over the next four years, I drove the car almost daily in the summer and entered it into a few shows as a *Work in Progress* or as a *Daily Driver*. We made another trip to Canada and to Chicago, with fewer things going wrong. I continued to work on the mechanical details as the car ran pretty well and got almost 20 mpg. The top basically stayed down from June until October. One thing continued to bother me, so a paint job loomed in my future.

In the winter of 2015, it was time for that new paint. I lined my garage interior with plastic and sealed. My heater vent provided positive ventilation and two window fans provided exhaust. Overall, it was a good makeshift booth.



Floor pans in 2008 after some previous repairs had been removed.

The Falcon moved in. I took it completely apart and removed everything except the drivetrain and the windshield. I sanded the car inside and out to bare metal. Then bondo was added and the welding began. It became apparent the whole car had been repaired at least once with both rear quarters having received the most work. The hood was rusted a bit and the fenders had the light boxes rotted and bondoed. I was able to find another hood, two fenders, a grille, and two bumpers, all for about \$50 each. Not a bad find for classic car parts. I am still very thankful for all the wonderful help I received.

—Continued on page 8



We found three previous paint jobs on the car. The door panels had been painted one color; the dash was the original blue. We removed everything in the interior for the paint job. We bondoed, sanded, added four coats of primer, block sanded, and put on a guide coat, then repeated the process until it was as straight and flat as we could get it.

How to Advertise in The National Falcon News

General Advertising Information

- When you submit your ad, please include your name, location and FCA number.
- Please limit your ad to 50 words. Ads may be edited.
- Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly.
- Ads with photo are \$20 and will run for minimum of two months.
- No phone calls or faxes are accepted for ads.
- Ads must be received by the 20th of the month, two months before publication month (i.e., July 20 for September issue).

Ad Content

To place a FALCONS FOR SALE ad, please include:

- Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage
- What's unique about your vehicle?
- Asking price (**Examples:** \$8,500; \$3,600 OBO)
- Your name, email address and/or phone number (format: 913-555-5555)
- Contact hours for phone calls and time zone, if helpful
- Your two digit state code

Example: 1964 black Falcon Futura six cylinder automatic, runs great. Some rust on floor pans. Excellent glass and trim. \$6,000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To place a PARTS FOR SALE ad, please include:

- Description of item, asking price, and contact info as shown above

Example: 1963 six cylinder Falcon Futura rear end, \$150. 1962 three speed transmission, \$275. Joe Falcon, 555-555-5555 or 123falcon.com. MN.

Pricing And Payment

FCA members:

Two free ads per issue. Each ad must run in a different section of the Classifieds. (i.e., one in FALCONS FOR SALE; one in PARTS WANTED). Your Falcon number must be included to be eligible for your free ad.

- \$10 each for additional ads; add \$20 to include a photo

Non-FCA member ads are \$10 each plus an additional \$20 to add a photo. Ads follow the same guidelines as member ads. Payment must accompany the ad, with check payable to the Falcon Club of America.

Ads and photos may be sent to editor by email to fca.editor@yahoo.com and ads by mail, photos and payment for ads may be sent to:

Janet Wilkerson, Editor
22806 Bradford Ln. Ct.
Blue Springs, MO 64015.

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

fcaeditor@yahoo.com

Classified Advertising

FALCONS FOR SALE

1961 Falcon two door rust free car with Sprint interior, independent front suspension (IFS), 11 inch front disc brakes, Tremec five speed floor shift. Powered by a rebuilt 302 Ford engine. Some of the upgrades include Dolphin gauges, I pod radio, Champion Radiator, dual master cylinder, new tank, shocks, exhaust, headers, six blade fan, nice heater, LED taillights, tribar headlamps and a zillion other improvements. Car is white repaint with red interior. Asking \$14,500. Contact Clyde at archie350@frontier.com. WV.



1962 Falcon Futura 170 CI six cylinder, two speed automatic, bucket seats, console. Corinthian exterior, tan interior, very clean, rust free body. Nice overall appearance, 49,000 miles. Asking \$9,500. For more information, call Jim, 724-650-4015. PA.

1963 Falcon Futura convertible, twelve thousand dollar off body restoration eight years ago. Six cylinder automatic, white with black top. Good original green interior. Wing window needs lock as door handle pops off. Indoor storage no longer available. Good tires and brakes. Drive it home from Columbus, Ohio. \$12,500 OBO. Bob Peterson, 614-563-3357. OH.

1963 Futura convertible, black body and top with red interior. Completely restored and modified 289 high performance, five speed, less than 2,000 miles. \$14,500. Contact Charlie at 706-263-6654 or kessler3806@bellsouth.net. TN.

1963 Falcon two door sedan, Cobra engine, five speed. FAST. Running, drive train excellent, body has some rust. All repairable. \$9,000. Contact John at jegsr-1957ford.com. OH.



1963 Falcon two door. Custom designed by Chip Foose, as seen on the TV show *OVERHAULIN'*, Season 2, Episode 3, "The Falcon And The Snow-Job." \$26,000. For more information and specs call Fred, 253-905-3443. CA.

1964 Falcon convertible project car, solid but has rust holes. Disassembled for restore. Had a V8, should be a six cylinder, no engine, auto transmission. Top is in very good condition. Two eye surgeries removed my ability to finish it. \$2,000 OBO, whiteheadagency@gmail.com. IL.

1964 Falcon convertible, a very nice car I bought in a collection. I have spent many hours and a great deal of money on the car. Dale, 210-884-3100, coco5757@att.net. TX.



1964 Falcon Sedan Delivery clone Pro Street, 289 V8 bored .030 over, Demon carburetor with C4 transmission. Ceramic coated headers with x-pipe and side exit exhaust. Shock towers removed. Adjustable coil over shocks. Tubed, 9" rear end with caltracs bars. Show or cruiser, \$24,000 OBO. Jeff Long, 316-706-6199 or lhelmet@yahoo.com. KS.

I have a 1965 Futura convertible and drove it proudly until I had an accident. I had a second car for parts but it was stolen and due to health and medical bills, I no longer can pursue working with it any longer. The engine and transmission are good, as well as some body parts. It is located in Beggs, Oklahoma, just south of Tulsa. Contact Ron Whitney, 918-948-2997 or email ron.whitney68@yahoo.com. OK.

1965 Futura hardtop, \$1200; 1965 Sprint with hood scoop, \$3,000; 1965 Futura hardtop, \$800; 1965 Futura convertible four speed, \$2000. 1964 Futura hardtop, bare body in primer on rolling chassis, \$4,000; 1964 convertible parts car, \$500; 1964 Futura convertible, \$1500; 1964 Futura convertible, \$1000; 1964 Sprint 289 V8 with headers and

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WHEELS AND CENTER CAPS



Magnum 500 Wheels

5-lug wheels. 1-year warranty on the finish, provided the wheels are not abused. Center caps sold separately.

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Classified Advertising

—Continued from page 7

floor shifter, \$2500; 1964 Futura hardtop with Comet dash and 302 V8 three speed, \$2500. 1963 sedan 200 six cylinder, \$3,500; 1963 Deluxe Station Wagon, \$2500. Contact JL Branson, 636-228-4501 or jlwbranson@mail.win.org. MO.

I'm settling my father's estate and selling his 1966 Falcon along with a 1967 Comet that he intended to use for parts to rebuild it. Take a look at it on Craigslist, nmi.craigslist.org/.cto/5365905309.html. For more information, call Paulette, 248-252-4614. MI.

FALCONS WANTED

I'm looking to purchase a 63½ Sprint hardtop unmolested ORIGINAL Condition. The ideal car will have the original 260 V8, four speed, power steering, and AC. Budget not to exceed \$30K. A project is okay as long as there's not a lot of metal work that needs to be done. Contact John at 408-628-7397 or jlisandrello@msn.com. CA.

1963 Falcon Futura convertible in red with red interior. Must be in good condition inside and out. Criostoir O. Mordha, 011-353-87-9214413 or C17073@yahoo.com. Ireland.

1963 Futura or Sprint Coupe in excellent condition. Automatic, white with red interior. Contact Chris at 551-265-2629 or chris14ono@verizon.net. NJ.

PARTS FOR SALE

Original 1963 Sprint air cleaner, some rust, \$250. NOS 1967 "Falcon" script, glue on; glue needs to be renewed, \$100. NOS C0DZ-6643500-A Ranchero tailgate emblem, \$175. Used C0DZ-6643500-A Ranchero T-gate emblem with backing plate, \$55. 406 passenger side exhaust manifold, C1AE-9430-C, Casting No. 8-7-2, August 7, 1962 date code. Excellent condition, \$350. John Simone, 413-527-8502. MA.

All NOS: C3OZ-13341-B turn switch and plate. Fits 1963–64 Falcons, 1962–64 Fairlanes, \$100. Two 144, 170 six cylinder rocker arm shafts, C0D-6563-A, \$50 each. One C8DZ-13450-A taillight lens in box, fits either side, \$100. One pair 260-289 Falcon V8 exhaust manifolds, used, \$200 pair plus shipping. John Simone, 413-527-8502, Easthampton, MA 01027.

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1963 FUTURA CONVERTIBLE.

—Continued from page 5

There had been three previous paint jobs on the car— original, original again, and then a dark blue experimental coat. A friend who knew body work helped me assess the damage and we cut out rusted sheet metal and welded in new. We sealed it, treated it, and used over three gallons of bondo—sanding about 90% off to get it smooth. The rear quarter welds were on the curve along the side making for a tight workplace. It was difficult to bondo over the weld and then re-create the curvature along the entire quarter panel so it would look right.

After the sanding and welding were complete, the next step was to paint the entire car with etch primer. This was supposed to seal the metal so that the rust would stabilize. We also sprayed and treated the inside in all the areas that could be reached with a treatment that was supposed to stop the rust. It did not. The bondo process was then started to fill in all the little holes and get it straight and what took the most time.

The garage painting effort did not go perfectly. The interior and "jamming" came out great. The body color was perfect with the four coats. Unfortunately, the clear coat went on too dry and rough to repair. So, another Falcon owner offered to paint the car in the paint booth where he worked. The original clear coat was sanded off, two more coats of paint, and then four coats of clear. All of this was finished in two days. *[LESSON LEARNED: I am a huge do-it-yourselfer; however, in the future, I will do all the prep work myself, but have it painted in a booth.]* A proper booth will reap the benefits because you won't have to wet sand.

The color chosen was 1964 Ford Guardsman Blue. The original Viking Blue was too light, and the repainted color was too dark. This one is just right and I receive compliments on the color now.

With the newer interior, new carpet, new padded dash, new door panels, and every fabric replaced, it looked great. I polished all the stainless and chrome, and used the right clips to put everything back.

A brand new top was added with the original style brass zipper. The whole car was mildly buffed with a good sealant and coat of wax. Now I can fully enjoy it—for a long time.

We enjoyed the car all summer long. In September 2015 we took it on its longest trip—3,200 miles to Iowa and back. There were no break downs and nothing went wrong. We travelled around 60 to 70 mph most of the trip. The only drawback was enduring the 90 to 95 degree heat without air conditioning. We left the top up the entire trip and unzipped the rear window; we had all the air we needed, but it was hot and loud. At about 90 decibels with the top down you might as well have a rock band playing in the back seat. The car performed well, but the passengers were worn out.

The car gets a ton of looks and smiles. I can fully enjoy it. With over 120,000 miles on it, I know eventually the motor will need to be rebuilt, but I plan to put another 100,000 miles on it. For now, it is fun to drive, economical to own, and a solid car in every way.

—Mark Burgess (FCA #13824)
Dennis Port, Massachusetts

MARK BURGESS



Baking in the paint booth.



This photo shows the finished exterior with its 1964 Ford Guardsman Blue paint and new top.

One final note: The car was driven to Long Island in 2011 to be used in the movie *Omphalos*, a science fiction time travel picture released in February 2016. The shots of a car in the movie trailer are this car; at the time it still had its old paint job.

Darius Lefaux is investigating a murder...
the body is his own.

OMPHALOS

The past is a dangerous place.



The finished interior is shown with new paint, new carpet, and new seat covers.

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Classified Advertising

—Continued from page 8

Ten 1961 show quality factory original hood and rear panel letters, \$300; six rear quarter "dart type" emblems, \$500; two gold "bird" emblems now chromed, \$125.

Aftermarket, still in package script emblems, dashpad, kickpanels, and a real nice original trunk lid emblem with blemished paint only. If interested in anything, Rob, 401-862-6366. RI.

Chrome and stainless steel vinyl top trim pieces for 1963 Sprint hardtop. I understand the trim pieces will fit 1963, 1964, and 1965. Part numbers may be C5DB-423A18, C5DB-423A19, C5DB-423A20, and C5DB-423A21. Contact John at 408-628-7397 or jllsandrelo@msn.com. CA.

1970 302 block, clearanced for 347 stroker, ARP main cap bolts, \$250; 1995 302 heads,

cast #E7TE, dates 4K22 and 4L12, one pair \$150; 1995 351W heads, cast #E7TE, dates 5B15 and 5B17, one pair \$150. 1965 289 four connecting rods, \$50; valve covers, \$60; 2V intake, \$75; Falcon exhaust manifolds, \$100. 1968 302 4V intake manifold and carb spacer, cast #C8ZE-9425-A, date 8A31, \$300. New AFR 205cc aluminum heads, \$1,850. 1965 289 Hi Po aluminum water pump cast #C5AE-8505D, \$400. ALL NOS C0DZ-3047-A upper control arm shaft kit, \$65. C0DZ-3350-B steering arm and bushing \$75. C0DZ-3049-A upper ball joint spindle support, \$65. C0DR-7A039-B trans. ext. assy., \$75. C0DZ-1126-B rear brake drum, \$80. C0DZ-5630-C rear spring shackle kit, \$40. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

1966-70 Falcon Wagon tailgate cranks w/keys, single action gate, good used to NOS \$165 to \$300; 1966-70 Sport Coupe vinyl top trim two pieces, rare, good driver quality, \$125 for the set; Econoline horn buttons, \$35 each; '64-65 horn buttons, nice chrome, \$25-30 each; 1963 taillight lens, one pair w/back-ups, Glo-Brite, NORs, \$80 for the pair. NOS parklight lens, pairs, 1960, \$40; 1962-63, clear, \$40, amber, \$25; 1966/67, \$75. 1964 Futura horn rings, driver quality to very nice: \$60-\$175.00; 1963-64 Sprint horn ring, nice driver quality, \$60. 1964 NOS taillight lens, no backups, \$80 a pair; 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960-63 Comet dash clusters, one early, one late, very nice chrome, \$195; 1962-63 Futura 13"

wheel covers, \$40-\$100; 1962 Futura front fender spears, good driver quality chrome, \$300 per pair; 1963 Futura/Sprint front fender spears, excellent survivors, \$425 per pair. 30+ year collection of Falcon/Comet parts. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, or visit us at kelloggsgarage.com. CO.

1964 Falcon Guardsman Blue steering wheel with horn rim. Steering wheel has some cracks at hub. Horn rim good chrome condition, \$200 for both pieces. Six bolt V8 aluminum bell housing. Good condition, no stress cracks and with separator plate, \$125 for both pieces. All prices are plus shipping. Call Ken anytime at 586-322-6236. MI.



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PARTS WANTED

1964 license plates, embossed date only, no adhesive tabs. Send description and price to: Skip Goddard, 425 W. Valeri Ann Rd., Paulden, AZ 86334-2605.

Need 1965 Falcon Ranchero headliner bows. Dave at dlcoffelt@cablone.net. ID.

Self-Regulating Electric Clock, C2DZ-15A000-A, in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Contact John at 408-628-7397 or jlissandrello@msn.com. CA.

289 Hi Po San Jose built four speed radiator, top tank is stamped C4ZE W-MO G2 2-65

3939-S fuel pump; I am looking for Feb. 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part number on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine.

FE distributors: part number on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B, also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

Self-regulating electric clock, C2DZ-15A000-A, in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA.

Front grille for 1964 Falcon needed for project. Needs to be in great condition, not bent; no rust please. Contact jamie@rossandleonard.com or call 310-430-6889.

Wanted: 1962-63 Top fender emblems. I have four NOS right side, need to buy, sell, or trade for left side in NOS condition. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO.

1964 Falcon Futura two door hardtop, need quarter panel exterior moldings, two each side in very good condition. Jim Elliott, 225-343-6900 or jim_celliot@bellsouth.net. LA.

Driver's side quarter window for a 1968 Futura station wagon. Contact Andy at ajmux@aol.com or call 520-419-2376. AZ.

Looking for AM radio—NOS, used, or retro new for 1965. Rick Kelleher, 660-422-7177 or sales@happycarz.com. MO.

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MISCELLANEOUS FOR SALE

32 issues of *Classic Auto Restorer* magazine, November 1994-June 1997, like new. \$20 plus flat rate shipping to your zip. J. McAlister, hstforever@yahoo.com. AL.

Hubley Die Cast, 1960-63 Falcon Ranchero (Hubley Model 403). Made in Lancaster, Pennsylvania with "Made in USA" in casting. Excellent condition except paint. Six inches long, two inches wide and two inches tall. It even has a trailer hitch. Unique and rare, \$25. Gary, 770-639-3324. GA.

1965 Falcon Owner's Manual date stamped May 22, 1965, Ford Motor Co. Form No 7759.65. Excellent condition all 76 pages and cover, \$35. Very, very rare *Falcon Rallye Sprint Total Performance...* from *Ford Owner's Manual*. "Optional Competitive Event Components" lists over 100 part numbers for engine and chassis. Both Girling and Kelsey Hayes brakes,

27 gallon gas tank, 14 quart radiator, 289 engine specs showing 12:1 compression specs and more—11 pages in mint condition, \$150. Contact Gary at 706-864-2720. GA.

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 ea; 1969-70, \$59.95 ea. 1963 Owners Manual, \$14.95. Part Interchange Manual 1960-65 or 1963-70, \$39.95 ea. Falcon 140 page Road Test book 1960-70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. WA.

WHERE'S MY AD?

Please resubmit your classified ad each month you would like it to run. Deadline for Classified Advertising is the 20th of the month **two months** before publication date (April 20 for June issue). unctuation. In your "For Sale" ads, don't forget to include the price.

To access the technical articles at falconclub.com, use password FCAMemberIGS.



2015 Smoky Mountain Regional

Hosted by Tennessee Valley Chapter
Tally Ho Inn—Townsend, Tennessee
October 2–3, 2015



A little rain and a few wet roads could not stop the Falcons from flocking to the Great Smokies for the Tennessee Valley Chapter's Regional October 2–3, 2015. Southern hospitality was on display as we were greeted and treated to fun, food and Falcons. Townsend is one of three gateways to the Great Smoky Mountains National Park.

Organized highlights included a raffle, Friday night barbeque, Saturday breakfast followed by the showing

of the cars and voting, afternoon cruise through the National Park. A few brave souls even traversed the 11-mile curvy Tail of the Dragon. The Regional culminated in an evening awards dinner.

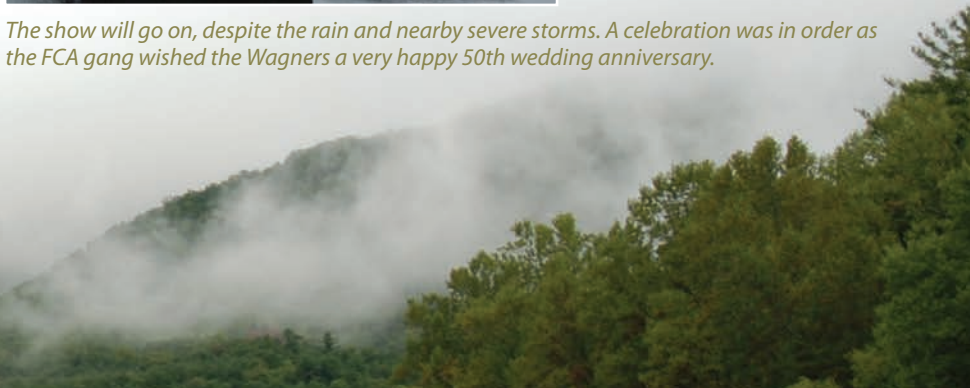
There was a great turnout despite the weather and the cars glistened in the rain. After the Regional, several participants caravanned to Mississippi to take part in the 19th Annual Cruisin' the Coast.



Those who went on the cruise through Smokey Mountain National Park were treated to some beautiful panoramic views at lookout points, as well as waterfalls and mountain streams along the drive.



The show will go on, despite the rain and nearby severe storms. A celebration was in order as the FCA gang wished the Wagners a very happy 50th wedding anniversary.



Cades Cove was one destination for sightseers. On the 11-mile, one-way loop road that circles the historic cove, we were delighted to see deer, turkeys, and even a few playful black bears—from a distance.

The National Falcon News wishes a warm welcome to our new members. It's great having you as a part of the Falcon Club of America.



FCA #15562 Bob R. Wachtrup Sun Valley, NV	FCA #15576 Graeme & Denise Douglas Bribie Island, Queensland Australia	FCA #15589 Brian E. Pohl Columbus, GA	FCA #15603 Harold E. Awtry Bishop, GA	FCA #15617 Paul S. Hadley Fort Pierce, FL
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—Continued on page 19

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THE FLIGHT TO RHODE ISLAND

FALCON MIGRATION TO THE 2015 NATIONAL CONVENTION

We set out Monday from Hoschton, Georgia and drove through the scenic mountains of North Carolina and Shenandoah Valley of Virginia. Rose and I drove our family car with a planned Tuesday afternoon arrival in Delhi, New York. Hagerstown, Maryland was our stop for Monday night. Tuesday's weather was nice and we had an easy



Dick Harington's tech masters enjoyed some Falcon talk and shared their tales of misfortune and adventure.



Top: We were impatiently waiting to race at Lime Rock. Middle: We're on the track as the pace car led our pack. Bottom: View from Tom Lauppe's car coming off the straight.



We were lined up and ready for our morning trek across the Catskills to Lime Rock.

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“The migration had folks from all over the country meeting along the way to Rhode Island.”

By Phil Barber, Editor of *Peregrine Press*

drive north into the Pennsylvania highlands to our first hookup with the Varricchios at a rest stop near Stanton. We met the Larkins and Tom Lauppe a just a few hours from our Tuesday destination. After a nice lunch, we hit the road following Tom on a route to Delhi, using back country roads which most of the time had no center lines. The views were very scenic—if you like cow pastures—and there was no cell phone service.

After a lovely afternoon of touring we arrived at our motel in Delhi. We took a short break before the pre-arranged cookout later at the Harrington's. We later enjoyed visiting in the hotel parking lot, catching up on all the latest Falcon news. We retired early, knowing we needed a good night's rest for the next day's adventure to Lime Rock.

Our drive across the Catskills was absolutely beautiful. We didn't have cell phone service for most of the day. We all survived the lack of technology for a couple hours and arrived unscathed at Lime Rock right on time for our three parade laps. We were all quite impatient about getting on the track and, after about 30 minutes of preliminaries, we were off and running. The first cars followed the track official so they had to

These photos show us preparing to cross the Connecticut River on the Chester-Hadlyme Ferry. The original ferry was was pushed across the river using long poles and was used throughout the Revolutionary War to transport needed supplies across the river.



Mike and Pilar Garrett were the Migration planners.



Dick and Linda Harrington hosted our picnic in Delhi, New York.

drive a bit slower. But, those of us towards the rear of the pack could let it open up a bit. The first two laps had me getting used to the turns, but by the last turn I got a bit into it. I hit the straight at about 60 and was able to reach maybe 75 before I shut down to negotiate a complicated dog leg. It had to be maneuvered quickly or I'd have ended up in the weeds. The experience was fun and quite an adrenaline rush.

I only wish we could have done a few more laps. That would not have been a good idea as I'd hate to put our family car into the rough. I came close to running into Wally Peterson as he ran out of the straight. We're not as good at this racing stuff as we think we are. It's been a long time since I prowled the Autobahns in my GTO.

After our brief track time we all took a short break for our pre-ordered box lunches and then we moved

onward to the next part of the migration—our Ferry ride across the Connecticut River on the Chester-Hadlyme Ferry. The Ferry, which began service in 1769, was originally operated by Jonathan Warner who owned the land on both sides of the Connecticut River. Warner's Ferry, as it was called back then, connected King's Highway in Fort Hill, Parish of Chester to Norwich Road in Lyme. The ferry was often used throughout the Revolutionary War to transport needed supplies across the river. Several of the Falcons were able to make

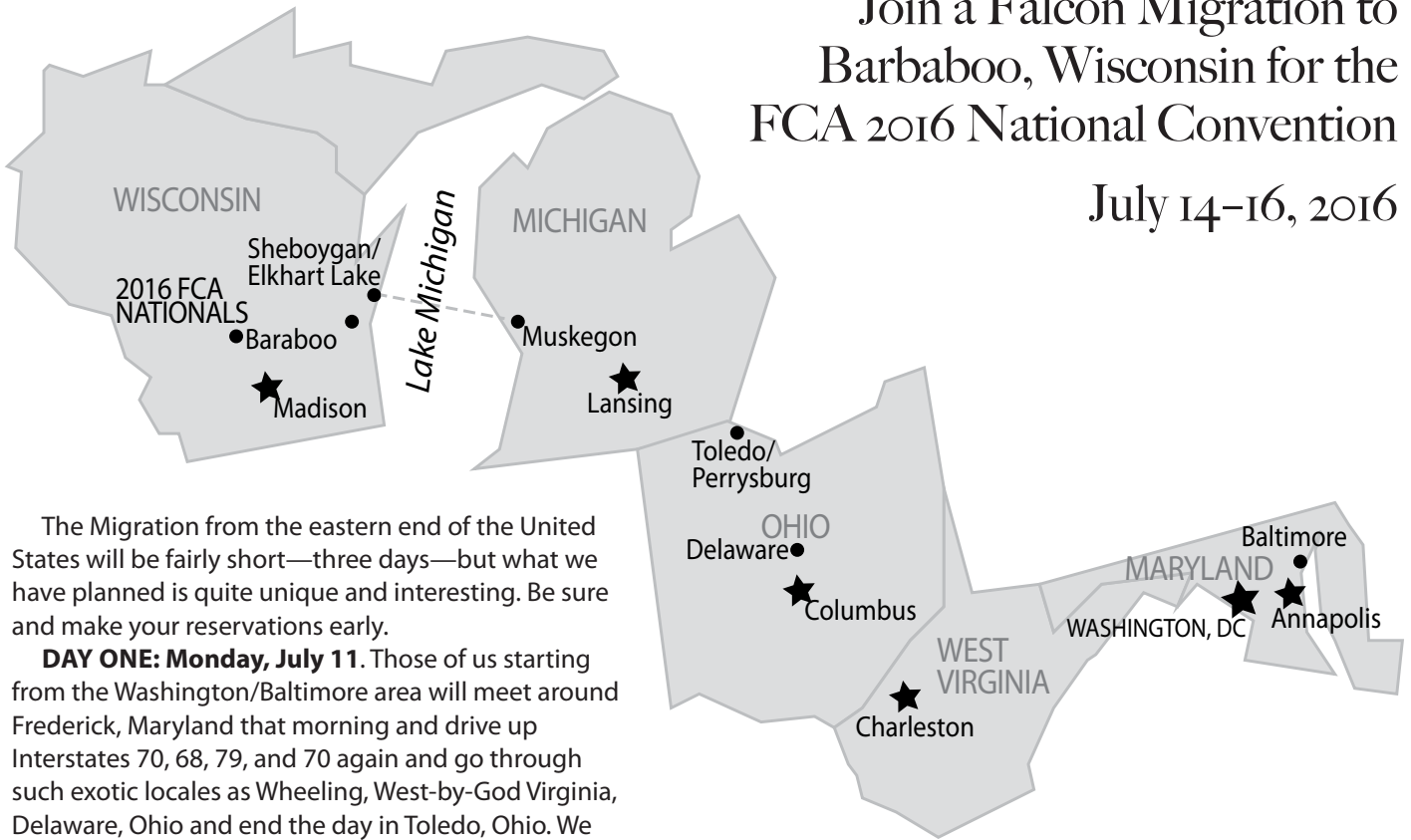
the crossing. However, rain poured down us so hard I could barely see the road, much less the turn to the Ferry crossing. We just motored on, following our GPS to the Convention site in Warwick. The rain stopped shortly after our missed Ferry ride and we arrived at the hotel mid-afternoon.

—Phil Barber (FCA #1581)
Hoschton, Georgia

Wisconsin...Here We Come!

Join a Falcon Migration to
Barbadoo, Wisconsin for the
FCA 2016 National Convention

July 14-16, 2016



The Migration from the eastern end of the United States will be fairly short—three days—but what we have planned is quite unique and interesting. Be sure and make your reservations early.

DAY ONE: Monday, July 11. Those of us starting from the Washington/Baltimore area will meet around Frederick, Maryland that morning and drive up Interstates 70, 68, 79, and 70 again and go through such exotic locales as Wheeling, West-by-God Virginia, Delaware, Ohio and end the day in Toledo, Ohio. We will stay at the Holiday Inn Express French Quarter in Perrysburg, Ohio, just off I-75. The Falcon Club rate is \$99 plus tax. Contact the hotel at 419-874-3111 for reservations. Reservations at this rate can be made after March 9 and only until June 11. Mention Falcon Club of America when calling.

DAY TWO: Tuesday, July 12 has us rising fairly early so we can get to Muskegon, Michigan for the high-speed ferry across Lake Michigan. Their website is lake-express.com. The morning boat leaves at 10:15 AM Eastern time and gets to Milwaukee, Wisconsin at 11:45 AM Central time. I suggest going to their website and making reservations AND arriving early. There is an afternoon trip that leaves at 4:45 PM if you miss the morning sailing. The price for two seniors and one car comes to \$281, but I figure that I'm only going to do this once so might as well enjoy the experience.

Tuesday night will be spent at the Holiday Inn Express in beautiful downtown Sheboygan, Wisconsin. FCA rate is \$145, due to a vintage car race at nearby Road America. Price is for a king or two queen beds. Mention Falcon Club when you call. This hotel will fill up so make your reservation early! Reserve soon at 920-451-8700.

DAY THREE: Wednesday, July 13 will be a relatively short driving day but should be a lot of fun. We are scheduled to drive to Road America at Elkhart Lake, Wisconsin for a few parade laps around the race course. The day is scheduled for the practice and tune-up day for weekend's WeatherTech@International Challenge Vintage Race. Our laps on the beautiful 4.14 miles of racing surface will take place at the noon break, much like last year's at Lime Rock Park. YOU MUST BE THERE ON TIME. The details for this event are still being negotiated, so stay tuned.

Road America is about a two hour drive from the FCA Convention site. You migrators from "out west" can come and meet us at the track.

I will send out updates as I get them. Send me any questions, comments, jive, threats, and abuse to msgarrett35@reagan.com or call my cell phone at 301-803-0433. I do want to hear from everyone who is coming on the Migration.

—Mike Garrett (FCA #9256)
Poolesville, Maryland

Letter to the Editor

As a relatively new member to the FCA, I am very pleased to see that our National Convention will be held at Baraboo in July. I live approximately one hour from Baraboo and have always enjoyed touring the highways of southwestern Wisconsin. This is known as the Driftless Area, due to the lack of influence or receding by glaciers at the end of the last Ice age.

Motorcycles have been a part of most of my adult life, and in retirement I am hopeful of purchasing and/or building a 1966–70 Falcon to continue my touring and cruising adventures. I am anxious to attend the Nationals to meet fellow Falconers, and to see what cars they have created, and perhaps find a vehicle that I can't live without. Wisconsin has always been known for its beers, and now we are seeing some excellent root beers available on tap as well.

—Dan (FCA #15533)

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**NO CAR OR PARTS
INQUIRIES PLEASE.**



—Continued from page 15

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Lake Havasu City, AZ

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How to identify the '66 Econolines & Falcon Club Wagons

There are three models in the Econoline lineup; the Pickup, the Van and the Panel Van. The Falcon Club Wagon line also has three models; the Club Wagon; the Deluxe Club Wagon, and the Custom Club Wagon.



Econoline Van



Econoline Panel Van



Falcon Custom Club Wagon



Falcon Club Wagon

1966

MODELS AND SPECIFICATIONS

ECONOLINE AND FALCON CLUB WAGON

GENERAL DIMENSIONS

Wheelbase.....	90"
Tread:	
Front.....	60"
Rear.....	60.2"
Over-all Length:	
Pickup.....	164.1"
Van.....	167.4"
Panel Van & Wagon.....	167.4"
Super Van & Panel Van.....	185.4"
Extended body.....	185.4"
Over-all Width:	
Pickup.....	75.00"
Van or Bus.....	75.80"

CIRCUIT PROTECTION

	Location	Fuse No.
Cigar Lighter.....	Cartridge in Feed Wire	SFE-14
Headlamps.....	Light Switch	Circuit Breaker
Heater Fan.....	Fuse Panel	SFE-14
Instrument Panel Lamp Rheostat.....	Cartridge in Feed Wire	AG-1 or AGA-1
Radio (Manual).....	Fuse Panel	SFE-7.5
Rear, Parking and Dome Lights.....	Cartridge in Feed Wire	AGC-14
Spot Lamp.....	Cartridge in Feed Wire	SFE-7.5
Turn Indicator.....	Fuse Panel	AGC-14
Windshield Wiper Motor.....	Integral with Switch	Circuit Breaker

APPROXIMATE REFILL CAPACITIES

	US Measure
Fuel Tank.....	14 gals
Cooling System:*	
170 CID.....	9½ qts.
240 CID.....	12½ qts.
*includes 1 quart for heater	
Engine Crankcase.....	4½ qt**
**5 quarts needed on 240 CID	
Transmission:	
3-Speed Manual.....	3.5 pts.
Automatic—170 CID.....	7¼ qts.
Automatic—240 CID.....	10⅓ qts.
Rear Axle—Standard.....	2½ pts.
H.D.....	5 pts.
Limited Slip.....	4½ pts.

LIGHTS (12 VOLTS)

	Candella* or Wattage	Lamp Number
Alternator indicator.....	2 C	1895
Headlight.....	50-40 Watt	6012
High Beam Indicator.....	1.5 C	1445
Interior.....	15 C	1003
Interior Turn Signal.....	2 C	1895
Oil Pressure Indicator.....	2 C	1895
Parking and Front Turn Indicator.....	4-32 C	1157
Radio Dial.....	2 C	1895
Rear License Plate.....	4 C	1155
Speedometer and Odometer.....	2 C	1895
Spotlight.....	30 Watt	4405
Stop, Tail and Rear Turn Indicator.....	4-32 C	1157

*Candella is the new international term for candle power.

LOAD CAPACITIES

Pickup.....	73 cu. ft.
SuperVan.....	251 cu. ft.
Extended Body.....	251 cu. ft.
Wagon without rear compartment seats.....	204 cu. ft.
Van.....	204 cu. ft.

TUBELESS TIRE PRESSURES (COLD)

Tire Size	Front	Rear
6.50 x 13-4PR*.....	28 lb	28 lb
6.95 x 14-4PR*.....	28 lb	28 lb
6.95x 14-8PR*.....	30 lb	36 lb
7.35 x 14-8PR*.....	34 lb	44 lb
7.00 x 14-8PRT†.....	35 lb	50 lb#
7.00 x 14-10PRT†.....	35 lb	60 lb

*Passenger Type †Truck Type #60 Pounds for SuperVan

ENGINES

Bore: 170 CID.....	3.50 in.
Bore: 240 CID.....	4.00 in.
Stroke: 170 CID.....	2.94 in.
Stroke: 240 CID.....	3.18 in.
Taxable: 170 CID.....	29.4 SAE HP
Taxable: 240 CID.....	38.4 SAE HP
Maximum Brake HP: 170 CID.....	105@4400 RPM
Maximum Brake HP: 240 CID.....	150@4000 RPM
Max. Gross Torque: 170 CID (ft lbs).....	158@2400 RPM
Max. Gross Torque: 240 CID (ft lbs).....	234@2200 RPM
Ignition Timing: 170 CID.....	4° std / 8° auto
Ignition Timing: 240 CID.....	4° std / 10° auto

LOAD VOLUME CAPACITIES

Model	GVW¹
Econoline Pickup.....	3,800 lbs²
Econoline Pickup.....	4,350 lbs³
Econoline Pickup.....	4,930 lbs³
Econoline Vans, Panel Vans.....	3,650 lbs²
Econoline Vans, Panel Vans.....	4,350 lbs³
Econoline Vans, Panel Vans.....	4,930 lbs³
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1413 N. Fortner Rd.
Peck, KS 67120
316-777-5032
hiflyer@sktc.net

VICE PRESIDENT

Mary Wagner
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Harrison, TN 37341
423-243-3525
fcamary@baldwinpines.com

RECORDING SECRETARY

Misty Sigler
14475 S. Big Hill Rd.
Gulfport, MS 39503
228-596-9158
mistysigler@gmail.com

TREASURER

Pamela Dinzebach
6575 Bradley Ave.
St. Louis, MO 63139
pdinz@swbell.net

NATIONAL FALCON NEWS EDITOR

Janet Wilkerson
22806 Bradford Ln. Ct.
Blue Springs, MO 64015
fca.editor@yahoo.com

CLUB STORE MANAGERS

Mary Biehl
Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
Falconclub@aol.com

MEMBERSHIP SECRETARY

Denise Sword
521 Dogwood Meadows Ln.
Austin, AR 72007
fca.membership@yahoo.com
Please use email or snail mail.

INTERNET DIRECTOR

Wally Tirado
214-215-7485
admin@falconclub.com

WEBMASTER

Jeff Thomas
102 Overlook Dr.
McDonough, GA 30252
678-967-4780
1bad6t@bellsouth.net

CHAPTER COORDINATOR

Russell Welty
120 Meadow View Dr.
Wimberley, TX 78676
409-498-3596
russell.welty@yahoo.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

SOCIAL MEDIA DIRECTOR

Mark Sword II
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Ward, AR 72176
501-804-2918
mswordjr24@yahoo.com

BOARD OF DIRECTORS

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rharrington2@stny.rr.com

James di Zerega (4)
1221 Rue Ct.
Fort Collins, CO 80526
970-266-0888
jamesdizerega@comcast.net

Wally Peterson (3)
36943 Kenmore Dr.
Farmington Hills, MI 48335
248-426-9676
w.r.peterson10@gmail.com

James R. Guthrie (2)
27306 E. Outer Belt RD.
Greenwood, MO 64034
816-288-7469
guthriejasr@gmail.com

Jim Clements (1)
4015 Warrensburg Rd.
Delaware, OH 43015
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WEBSITE

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REGIONAL DIRECTORS

North Eastern Region

John W Howard
3955 Tolbert Rd.
Trenton, OH 45067
513-312-8799
falconwagon62@yahoo.com

South Eastern Region

Dave Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
65Sprint@baldwinpines.com

North Central Region

Jack Ellis
17860 168th St.
Basehor, KS 66007
913-724-2553
jandcellis@sbcglobal.net

South Central Region

Mike Sigler
14475 S. Big Hill Rd.
Gulfport, MS 39503
mikesiglerfalcon@gmail.com

South Western Region

Frank Bell
720 San Antonio Tr.
Mansfield, TX 76063
817-480-2365
frank@bellsspeedshop.com

Mountain Region

Ron Brown
4147 WCR 31
Ft. Lupton, CO 80621
303-857-9360
colofalcons@gmail.com

Pacific Region

Monte Brachmann
3109 NE Cooper Rd.
Camas, WA 98607
mkbrachmann@comcast.net

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FCA Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX	2nd Sun. monthly Pig Stand, 1508 Bdwy. San Antonio, TX	210-626-2050	Mile Hi Chapter Denver, CO	3rd Fri. monthly	303-857-9360
Arizona Chapter Phoenix, AZ	2nd Sat. except June, July, Aug. Berge Ford, 460 E. Auto Center Dr. Mesa, AZ	480-888-0589	Music City Chapter Nashville, TN	Monthly Meetings Call for dates/locations	615-452-0321
Bluegrass Chapter Louisville, KY	2nd Sat. Mar., June, Sept., Dec. 4:00 PM, Mark's Feed Store. 10316 Dixie Hwy., Valley Station, KY	228-596-9160	Northeast Chapter New England	3rd Sat. monthly northeastchapter.com	401-823-1059
Blue Ridge Chapter South Carolina	3rd Sun. monthly, Greer, SC	864-879-1060	Northland Chapter Minneapolis, MN	2nd Sun. odd months	952-334-1653
Capital City Chapter Austin, TX	3rd Sat. monthly, 4:00 PM	512-670-0544	Raptor Chapter Princeton, IL	1st Sunday of each quarter northland-falcons.com	815-200-6348
Carolinas Chapter Charlotte, NC	1st Mon. 7:00 PM, Holiday Inn Express, 2491 Wonder Dr., Exit 60: I-85, Kannapolis, NC	704-792-2122	Rainier Chapter Seattle, WA	Bi-monthly Jan–Nov. University Burgermaster 3040 NE 45th St. 7:00 PM rainierfalcons.com	206-290-3093
Central California Chapter Bakersfield, CA	1st Tue. Please call for location.	661-619-0677 661-587-8539	River City Chapter Sacramento, CA	2nd. Sat. monthly 12:00 PM, Round Table Pizza, 1566 Howe Ave, Sacramento, CA	209-957-0974
Columbia River Chapter	1st Thurs. monthly, 7:30 PM, Mar.–Nov., Benny's Rod & Custom Pizza Café, 4219 NE St. Johns Rd., Vancouver, WA	360-225-7403	So-Cal Falcons Chapter Pasadena, CA	2nd Sat. bi-monthly	805-583-4403
Early Falcon Car Club of Victoria, Inc., Australia	1st Tue. 7:30 PM, Cafe Hotel, Melbourne	9369 1574	Sooner Falcons Chapter Oklahoma City	3rd Sat. monthly	405-820-4808
Founder's Chapter Arkansas	2nd Sat. monthly	501-605-1370	Sonoma County Chapter Santa Rosa, CA	1st Thurs. monthly	707-539-2860
Gateway Chapter St. Louis, MO	4th Sun. monthly	636-677-4670	Southeast Georgia Chapter	1st Sun. monthly	770-560-3964
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Greater Ozarks Chapter Springfield, MO	2nd Sun. even months Panera Bread N. Kansas Expressway Springfield MO. 2:00 PM	417-761-2677	Star City Falcon Club, Roanoke, VA	Monthly meetings Call for date/location	540-254-1515
Heart of Texas Chapter Plano, TX	3rd Sat. monthly hotfalcons.org for meeting info	214-215-7485	Suncoast Chapter Central Florida	Monthly Meetings Call for details	863-206-1990
Hoosier Chapter Indiana	1st Sun. monthly, Edwards Drive-In, 2126 S. Sherman Dr., Indianapolis, IN	317-418-8301	Tennessee Valley Falcons Cleveland, TN	Monthly, April–November. Call for details	423-716-5647
Lone Star Chapter Mt. Pleasant, TX	3rd Sun. monthly	903-572-9593	Third Coast Chapter Houston, TX	3rd Sat. even months, 5:30 PM, Valley Ranch BBQ 22548 SH 249 at Spring Cypress	281-467-4607
Metro Detroit Chapter Detroit, MI	1st Sun. bi-monthly, Holiday Inn Southgate, 17201 Northline Road, Southgate, MI	313-382-2993	Virginia Falcons Richmond, VA	2nd Sun. of March, June, September and December	757-646-3222
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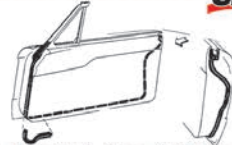
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